

THREE ARRIVALS. AT THIS PORT.

ONE CARGO OF FROZEN HERRING,
ONE OF SALT HERRING, AND
FRESH FISH FARE IN PORT.

Most of the shore boats went out during the night, but the storm from the southwest is sending them back to port again this forenoon, so they will do no fishing for today at least.

Yesterday afternoon, during the flat calm, one of the tugs went down the harbor and outside found schs. Corsair and Smuggler trying in vain to make headway, and towed them in. Both are from Bonne Bay, N. F., sch. Corsair having frozen herring and sch. Smuggler salt herring, it being the second trip for the latter craft.

Sch. Corsair, which has mostly pan frozen herring, secured most of her cargo at Bay of Islands and then went to Bonne Bay where she finished off her load.

Sch. Lizzie M. Stanley came in during the night with a fine catch, 75,000 pounds of fresh cod and haddock, taken to the eastward, off the Cape Shore. During the forenoon sch. Oriole arrived from Bay of Islands, N. F., with full cargo of frozen herring.

Today's Arrivals and Receipts.
The arrivals and receipts in detail are:

Sch. Corsair, Bonne Bay, N. F., 800 bbls. frozen herring, 100 bbls. pickled herring.
Sch. Smuggler, Bonne Bay, N. F., 225 bbls. salt herring, 100 bbls. pickled herring.
Sch. Buena, shore.
Sch. Mary E. Greer, shore.
Sch. Florida, shore.
Sch. Margaret Dillon, shore.
Sch. Harriet, shore.
Sch. Manomet, shore.
Sch. Frances P. Mesquita, shore.
Sch. Mary E. Silveira, shore.
Sch. Ida S. Brooks, shore.
Sch. Pontiac, shore.
Sch. Oriole, Bay of Islands, N. F., full cargo frozen herring.
Sch. A. C. Newhall, shore.

Vessels Sailed.
Sch. Mildred Robinson, towed to Boston.
Sch. Thomas Brundage, pollocking.

Today's Fish Market.
Bay of Islands salt herring, \$4.12 1-2 per bbl.; Bonne Bay salt herring, \$3.62 1-2 per bbl.; pickled herring \$5 per bbl.
Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and for snappers.
Bank halibut 12 cts. per lb. for white, 10 cts. for gray, with the heads on.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.
Salt haddock, \$2 per cwt.
Salt hake, \$2 per cwt.
Salt pollock, \$2 per cwt.
Splitting prices for fresh fish:
Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.
Cusk, large, \$1.75 per cwt.; medium 80c; snappers, 50c.
Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Frozen Salmon in Paris.
A consular report says that frozen salmon from British Columbia has secured a place on the Paris market, which tends to increase in importance; but it is a curious fact that supplies come by way of Hamburg; it seems, indeed, to be more difficult and costly to convey the fish from Havre than from Vancouver to Paris. The fresh fish on the spot is 25 to 30 cents per Canadian pound of 455 grammes, whereas the wholesale price of salmon on the Paris market is two francs to three francs per kilo (or 90 cents to one franc 60 cents per Canadian pound.) The cost to Havre adds about 50 per cent, so there should be still a fair margin for profit; but much of the fish spoiled between Havre and the capital owing to the want of a properly organized and cold storage service, and there are other difficulties.

Dec. 30.

Portland Fish Notes.
About 57,000 pounds of fish were brought in Wednesday by four vessels of the local fleet, schs. Hocko and Albert W. Black each having about 18,000 pounds, while schs. W. Sennett and Edmund F. had smaller amounts. Most of the vessels are now fishing off Matinistock, the fish seemingly having decreased in the Rockland Bay the past few days and are now scattering to the westward.

Pacific Codfish Market.

The Pacific codfish market says the Pacific Fisherman has ruled very steady, and while the trade has been less than at this season in former years, stocks in first hands are firmly held. The practical certainty of being able to market any surplus east at good figures has induced holders to await with patience the inquiry which the scarcity of goods on the Atlantic coast assures us is bound to come. When the large dealers and the largest catchers of codfish are sending men and vessels down through the small fishing villages of Maine and the provinces to buy up little odd lots of fish wherever they can be found, as has been done this year, there is no need to look for low prices, nor for any Pacific coast dealer to worry about a market for whatever fish we may have here.

Placed Blame on Master.

At Aberdeen, Scotland, an inquiry into the loss of the steam trawler Aberdeenshire, which went ashore about half a mile southwest of Buchan Ness lighthouse, on October 21, resulted in the court finding the master at fault, suspending his certificate for three months, and ordering him to pay £20 towards the cost of the investigation. It also ordered Joseph Watts, second fisherman, and Joseph Watt, deck hand, who were also found at fault, to pay £10 each towards the cost of the investigation. It was stated in the evidence that the wheel had been deserted for a time.

Sch. Harvard at Portland.

Sch. Harvard of the Georges handling fleet of this port, is at Portland this morning with 20,000 pounds of salt cod, 8000 pounds of fresh cod and 1000 pounds of halibut, the latter selling at 15 cents per pound.

Dec. 30.

NO FROST AT NEWFOUNDLAND.

VESSELS WITH PANS USING THEM
FOR FREEZING HERRING AT
BONNE BAY.

Advices last evening from the Treaty coast of Newfoundland bring no word of the looked for frost.

At Bonne Bay it was still mild and herring were not plenty and the vessels with pans were using them for freezing herring.

The latest word from Bay of Islands was no frost there, no herring in the North and Middle Arms and fair fishing in the Humber Arm.

Dec. 30.

Whale Fishing in Ireland.

A whale fishery was established some years ago on the west coast of Ireland, say the Irish Nationalist. Four steamers are now employed in this industry, and during the last two years 124 whales have been caught. Ten years ago these animals were looked upon as interesting stragglers rather than as native mammals. The idea of a whale fishery on the Irish coast would have seemed absurd to most people. Now two companies are at work, the Aranmore Whaling Company, on Inishkea, and the Blacksod Whaling Company, at Elly Point, both in County Mayo.

Dec. 30

Will Open Seattle Branch.

The western branch of the New England Fish Company, with headquarters at Vancouver, B. C., announces that their Seattle branch will be open for the handling of halibut and other fresh fish by January 1st, 1911.

As It Should Have Been.

Yesterday the types played pranks with the marine reporter. The stock of sch. Cynthia was given as \$240.15, when it should have been \$2415, while the share should have been \$62.60. The share of the men of sch. Conqueror's crew, given as \$67, should have been \$76.

Portland Fish Notes.

More of the local fishing vessels came in here Thursday and all the fares were taken out for the F. S. Willard Company. The trips were: Albert D. Willard, 7000; George H. Lube, 25,000; Eva and Mildred, 15,000 and Kate L. Palmer, 5000. The demand for fish is still heavy despite the high prices for fish.

After nearly three weeks of fishing on Brown's banks, the Gloucester schooner Mary Gleason came into port Thursday afternoon to discharge her fare of fish for J. W. Trefethen. During the greater part of this period of fishing, the schooner was exposed to continuous gales that swept over the banks. In one of them, while at anchor, the craft tossed about so that a heavy cable was chafed off and one of the anchors lost. Another schooner that was also fishing on the banks met with a similar experience. The heavy storms that swept along the coast during the past two weeks were all encountered.

"But we must expect those," said Capt. Martin Christiansen of the schooner, in speaking of the trip with a reporter. "We have encountered so many that we take them as a matter of course."

The schooner brought in here 12,000 pounds of salt fish, 12,000 pounds of fresh fish and a thousand pounds of chicken halibut. Her stock for the trip which will round out three weeks Saturday, was some over a thousand dollars. As soon as the fare had been taken out here, bait and ice were taken on, as Capt. Christiansen planned to return at once to Brown's banks after more fish.

A Rest for Mackerel.

There is some talk now in Massachusetts fishing towns of trying to get an act through Congress providing for a close time for mackerel. The almost complete failure of that fishery last season, especially among the spring seiners, has convinced many people that there must be some letting up in the constant harrying of the schools from Hatteras to the Cape Shore, if the pursuit is to survive much longer. The aim is to stop the southern cruises for a term of years—an expedient tried once before—and legislation to that effect will be sought, but it is not likely anything in that direction will be done for the coming year. Meantime, it is thought the Gloucester owners may consent of their own accord next spring to give up the early trips in southern waters. This province also severely felt the shortage in the mackerel last year. It is worth while considering the cause, and if, as many contend, it lies in the multitude of lobster trap in the water during the month of May, it would be advisable, in these parts, to take say fifteen days off the end of the season.—Clark's Harbor, N. S., Coast Guard.

Provincetown Fleet Making Ready.

The captains of the Provincetown fleet, which has been laid up since the middle of November, will begin next Monday to get ready for their first trip to the fishing grounds. It will take from a week to 10 days to fit out the vessels, repaint them and get the gear and bait aboard.

Dec. 31.

STR. BESSIE M. DUGAN DISABLED.

Engine Gave Out While Fishing in Ipswich Bay on Thursday.

The auxiliary fishing steamer Bessie M. Dugan of Boston, Capt. John Fortier, came into the Sandy Bay Pier Company's wharf, Rockport, yesterday, to have her engine repaired. She was in Ipswich Bay on Thursday when the power gave out. Sail was put on her, and she made for Rockport, where she lay in the outer harbor all night and yesterday morning, warped part way into the inner harbor, being assisted by Hartwell Littlefield's small motor boat to the wharf.

The Dugan has a crew of ex-skippers, all from this city, and is reported to have been doing a good business auto trawling down off Cape Cod. They were trying their luck in Ipswich Bay, and will resume operations as soon as the weather is suitable, the trouble to the engine having been adjusted.

Had to Seek Shelter.

The Gloucester sch. Oregon on her way to Bay of Islands for frozen herring, had a pretty hard time of it on the run up, and was obliged to seek shelter here Monday morning. Off Scatarie the vessel struck a regular hurricane about midnight Christmas, and had a close call from running on the dreaded reefs.—North Sydney Herald.

Dec. 31.

FISHERY LOSSES FOR 1910 SHOW GRATIFYING REDUCTION.

Only Single Vessel and 25 Lives, Smallest But Once for Half a Century.

Similar Conditions Prevail at Other Fishing Ports.

The record of losses of life and property in the Gloucester fisheries for the year just closing shows a gratifying reduction from any previous year almost since the inception of the business, the loss of property being confined to one vessel, while the number of lives lost, including men who died on shipboard or in hospitals from natural causes, was only 25, the smallest number with one exception for nearly half a century.

For the seventh consecutive year, no vessel has left port and failed to return, leaving no tidings behind save the record of missing with all hands, this being no doubt due to the improved models and larger and strongly built craft, as well as the change in the methods of fishing over those of a quarter of a century and more ago, when it was the custom for the winter Georges fleet especially to fish in close proximity, so that in case of a storm there was insufficient searoom in case a vessel broke adrift to prevent fouling with some other craft.

The small number of men who have lost their lives is also due in part to the fact that only one shipwreck has occurred during the year, and that was attended with no loss of life.

Of the men lost, the largest number was caused by the capsizing or swamping of their dories on the banks, caused by sudden squalls or overloading, eight men losing their lives in this manner, while seven men met their death on shipboard or after being removed to hospitals from natural causes.

Only two men are reported as having been lost by going astray in their dories, while in previous years this has been one of the principal causes of the loss of life.

Three men were washed or thrown overboard from their vessels, three men fell overboard and drowned before aid could reach them, and two were drowned in boarding their vessels at night.

For the first year since the Gloucester Mutual Fishing Insurance Company was organized, the company has not been called upon to pay a total loss, the single vessel which was wrecked during the year being insured by an outside company.

As near as can be ascertained, only eight of the 25 men reported as drowned were married, while the number of children reported as bereft of their fathers was 24.

Last year loss was four vessels and 47 men, leaving 12 widows and 25 fatherless children. The lost craft had a total tonnage of 509 gross and 369 tons net and the craft was estimated at \$36,500, with an insurance of \$22,287, all of which was placed with the Gloucester Mutual Fishing Insurance Company.

The losses for the year past in detail are:

Vessel Lost.

Sch. Niagara, 112.23 tons gross, 78.59 tons net, built at Essex in 1899, and engaged in the fresh halibut fishery, struck on the Southeast Breaker in entering the harbor of Canso, N. S., in a fog on April 27, and was a total loss, going to pieces before the following day. The crew rowed ashore in their boat. The schooner was owned by Samuel G. Pool & Sons, and was valued at \$12,000, being insured by the Providence-Washington Insurance Company for \$6500 on the vessel and \$2500 on the outfit.

Losses of Lives.

Morris Cummins, 40 years old, native of Newfoundland, single, washed overboard from sch. Smuggler of Whitehead, N. S., January 1, 1910.

Charles Walters, 42 years old, native of Lunenburg, N. S., one of the crew of sch. John R. Bradley, died on Quero bank, May 9, left widow and two children.

Richard Walsh, 35 years old, native of Newfoundland, and Thomas Babine, 28 years old, native of Newfoundland, two of the crew of sch. Rob Roy, went astray on Quero bank, June 1, and were never heard from. Walsh left a widow and family, and Babine was single.

Edward Macnamara, 29 years old, native of this city, one of the crew of sch. M. Madeleine, fell overboard on a shacking trip, June 29, and drowned, left widow and two children at Rockport.

Jeremiah Sutton, 30 years old, native of Hermitage Bay, N. F., single, and Thomas Foley, 30 years old, single, native of Placentia, two of the crew of sch. Arethusa, drowned on Grand bank July 8, by the swamping of their dory.

Joseph Manuel Carlz, 55 years old, native of Azore islands, master of sch. Mattie Winship, died in the Victoria hospital, Halifax, July 16, left widow and one son.

Leo DeGorge, 28 years old, native of France, single, one of the crew of sch. Paragon, died of heart disease on Western bank, July 21.

Antone Souza, 28 years old, native of Azore islands, single, one of the crew of sch. Mary DeCosta, went astray on Jeffries bank, August 2, while tending his trawls and never heard from.

Anson Bungay, 26 years old, native of Shelburne, N. S., single, one of the crew of sch. Elector, died on the Banks August 8, of heart disease.

Willis Parsons, 24 years old, native of Conception Bay, N. F., single, one of the crew of sch. Pet, drowned at Provincetown, September 9, having walked off the wharf in the darkness in going aboard his vessel.

Charles Sears, 22 years old, native of Woods Harbor, N. S., single, one of the crew of sch. Good Luck, found dead in his berth soon after leaving Boston on a haddocking trip, September 9.

Andrew Olson, 44 years old, native of Norway, single, one of the crew of sch. Grayling, died at Liverpool, N. S., October 9, of apoplexy.

Manuel F. Rose, 40 years old, native of the Western islands, one of the crew of sch. Belbina P. Domingoes, drowned on Georges, October 11, by the upsetting of his dory, left widow and children.

Morris Muise, 18 years old, native of Surret's island, N. S., single, one of the crew of sch. Theodore Roosevelt, fell overboard from the vessel at Pubnico, N. S., October 29.

John Muise, 23 years old, native of Surret's island, N. S., single, one of the crew of sch. Effie M. Prior, fell overboard on Western bank, November 10, while baiting trawls.

William Daley, 44 years old, native of Maine, single, one of the crew of sch. Thalia, thrown overboard by the slatting of the sail on Middle bank, December 5.

Capt. Thomas Bohlin, 55 years old, native of Norway, master of sch. Constellation, died at Birchy Cove, N. F., December 5, of kidney trouble while on a voyage for frozen herring, left widow and two children.

LOSSES AT OTHER PORTS.

Were Also Much Below the Average During Year Now Closed.

The record of losses in the fisheries at other ports were also much below the average during the year which is now closing. We give below such as have come to our notice.

Dec. 31.

Boston.

Olaf Abrahamson, 45 years old, native of Norway, and Martin Nelson, 48 years old, native of Sweden, two of the crew of sch. Paragon, were drowned on Quero bank, January 24, by their dory being capsized or swamped. Abrahamson left a widow and seven children, and Nelson a widow and one daughter.

Edward Severson, also known as Hanson, 45 years old, native of Sweden, single, and Charles Edwards, also known as Peterson, 45 years old, native of Norway, single, two of the crew of sch. Florence E. Stream, drowned January 30, on Quero bank by the swamping of their dory.

John Ribiero, 22 years old, native of Lisbon, Portugal, single, one of the crew of sch. Thalia, drowned on Jeffries bank, February 6 by the swamping of his dory.

Charles Sutherland, 43 years old, native of Stockholm, Sweden, one of the crew of sch. Juno, washed overboard from the vessel, March 2, on Quero bank and drowned, left widow and one child.

John O'Brien, 34 years old, native of Nova Scotia, single, one of the crew of sch. John M. Keene, was drowned at Pensacola, March 7, while boarding his vessel at night.

Sch. Matiana, 88 tons gross, 52 tons net, built at Chelsea in 1908, was wrecked on a ledge in entering the harbor at Rockland, Me., to dispose of a fare of fresh fish and was a total loss. The vessel was owned by Capt. H. Dexter Malone, and was valued at \$16,000 and insured for \$12,000.

John Yetman, one of the crew of sch. Elva L. Spurling, was drowned March 30 about 30 miles from Cape Elizabeth by the capsizing of his dory. He was 48 years of age and left a widow and family residing in South Boston.

George Scott, one of the crew of sch. Evelyn L. Thompson, went astray from the schooner on Jeffries bank, December 15 and was never heard from.

Provincetown.

Joseph Tavis and his son, Joseph Tavis, Jr., two of the crew of sch. Rose Cabral, went astray from the vessel in a fog June 17 and failed to return. The former left a family at Provincetown.

Dec. 31.

TO ADVOCATE CLAM FLAT LEASING.

State Board Preparing to Push Favorite Measure.

While the state board of fish and game commissioners are reluctant to discuss recommendations to be made in their forthcoming annual report to the legislature, there is some evidence that the board will renew its recommendation that some form of leasing clam flats should be allowed.

Members of the commission have recently stated in a more or less public manner that the clam industry shows more and more each year that something must be done to provide a supply in the future. It even recites the story that its claim come to it from Newburyport, where the yield of 2500 gallons of shocked clams has dwindled to about 100 gallons and that some

people in the section who so strenuously opposed the leasing of clam flats are wavering in their belief and that some of them really favor a proper safeguard by leasing flats.

The recent stories in the newspapers regarding the acquiring of extensive leased oyster beds in Rhode Island waters by a combination or trust does not seem to disturb the members of the Massachusetts fish and game commission at all. The leases that they have advocated of the clam flats in Massachusetts waters, they say, have all contained provisions that such a lease must be approved by the selectmen of a town or the mayor of a city. This, they claim, would prevent any acquiring of flats by a similar combination as that working in Rhode Island.

Dec. 31.

TWO CRAFTS AT T WHARF.

SMALL RECEIPTS CAUSE PRICES TO AGAIN ADVANCE AND BENEFIT THE CREWS.

There are only two fares of fresh fish at T wharf this morning, so the fish year at the wharf will end in a very quiet manner.

Yesterday three vessels arrived after the morning report, but this fine shore fare of 20,000 pounds, mostly haddock and Gracie E. Freeman with a few codfish were all the crafts having any piscatorial wares to offer.

Prices were good, for shore haddock brought \$4.10, large cod \$5, pollock \$3.50 and hake from \$3 to \$5.

Boston Arrivals.

The fares and prices in detail are: Sch. Mattakesett, 13,000 haddock, 2300 cod, 4000 hake, 1000 pollock.

Sch. Gracie E. Freeman, 1400 cod. Sch. Warren M. Goodspeed, 10,000 haddock, 800 cod, 3000 hake.

Sch. Quonnapowit, 28,000 haddock, 4000 cod.

Sch. Eugenia, 23,000 haddock, 22,000 cod, 3000 cusk, 1000 pollock, 1500 halibut.

Shore haddock, \$4.10 per cwt.; large cod, \$5; market cod, \$3; pollock, \$3.50; hake, \$3 to \$5.

Dec. 31.

Good Haddock Stocks.

Sch. Lizzie M. Stanley, Capt. Joshua W. Stanley stocked \$1930 as the result of her recent haddock trip landed at this port yesterday, the crew sharing \$42.50 clear.

Sch. Lucania, Capt. Wallace Brun stocked \$2090 on her haddock trip landed at Boston yesterday, the crew sharing \$50 clear.

